Section 9.0 INCORPORATION OF LATEST STANDARDS

EMFAC2000 includes the effects of the latest adopted standards on the emissions of the on-road fleet. The model has been modified to include those standards adopted since the completion of MVEI7G.

Supplemental Federal Test Procedure

Two supplemental test procedures to the FTP were adopted by the Board in July of 1997. These new standards are applicable to passenger cars, light-duty trucks, and medium-duty vehicles weighing 8,500 pounds or less. These standards require the control of excess emission of hydrocarbon and oxides of nitrogen during "off-cycle" operations, (high speed and hard acceleration), and excess emissions associated with the use of air conditioning. The new standards are to be phased-in between 2001 and 2005.

Low Emission Vehicles (LEVII)

The second phase of Low Emission Vehicle Standards (LEVII) was adopted by the Board in November of 1998. This action imposed more stringent hydrocarbon, carbon monoxide, oxides of nitrogen and exhaust particulate matter emissions standards for passenger cars, light-duty trucks and medium-duty vehicles up to 14,000 pounds sold in California beginning in 2003.

Near Zero Evaporative Standards

At the same hearing, the Board adopted new standards for the emissions of evaporative hydrocarbons (diurnal, hot soak and resting loss). The standards were reduced from two grams per test (hot soak plus diurnal) for passenger cars, to 0.5 grams per test.

New On-Road Motorcycle Standards

In December of 1998, the Board adopted lower exhaust emission standards for on-road motorcycles. These standards, which may require future motorcycles to utilize catalytic converters, are applicable to new motorcycles sold in California beginning in 2004.

Off-Cycle NOx Mitigation

In a settlement reached between the federal Government, the Air Resources Board and heavy-duty engine manufacturers, several mitigation measures were agreed to regarding off-cycle NOx emissions. In addition to ending the practice of defaulting to an advanced timing condition during extended cruise operation, several manufacturer have agreed to perform "low emission" rebuilds for in-use engines. These rebuilds will lower the emissions of the in-use fleet and the projected effects have been reflected in EMFAC2000.

New Exhaust Emissions Standards for Urban Transit Buses

In February of 2000, the Board adopted a regulation that allows transit agencies the flexibility of choosing between either a diesel or alternative fuel "path" to lower emissions. Beginning in 2002, over the course of 10 years, this regulation requires increased introduction of cleaner engine buses in transit agencies' fleet, use of cleaner diesel fuel, retrofit to reduce exhaust particulate matter (PM) emissions from older diesel buses and use of zero-emission buses (ZEBs).